





## Intimations.

## DAKIN, CRUICKSHANK &amp; CO., LIMITED.

DISPENSING CHEMISTS.

WHOLESALE AND MANUFACTURING  
CHEMISTS AND DRUGGISTS, AERATED  
WATER MANUFACTURERS, WINE  
and SPIRIT MERCHANTS,  
&c., &c., &c.

WE have the pleasure to announce that this Company, formed and registered in Hongkong, has taken over the Business hitherto carried on here and elsewhere by Messrs. DAKIN BROS. OF CHINA, LIMITED, and Messrs. CRUICKSHANK & Co., LIMITED, together with all ASSETS and LIABILITIES.

The support hitherto given to the late Firms will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG.  
Hongkong, 1st July, 1892.

## A. S. WATSON &amp; CO., LD.

## WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use.)

	Per doz.	Per Bot.
A. Alto Douro, good quality, Green Capsule	\$30	\$1.00
B. Vintage, superior quality, Red Capsule	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D. Very Fine Old Vintage, superior, Violet Capsule (Old Bottled)	18	1.50

## SHERRIES.

A. Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.10
D. Very Superior Old Dry, choice old Wine, White Seal Capsule	12	1.10
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled)	14	1.25

## CLARETS.

A. Superior Breakfast Claret, Red Capsule	\$4	\$4.50
B. St. Estephe, Red Capsule	4.50	5.00
C. St. Julien, Red Capsule	7	7.50
D. La Rose, Red Capsule	11	12.00

## MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

## BRANDY.

A. Hennessy's Old Pale, Red Capsule	\$13	\$1.20
B. Superior Very Old Cognac, Red Capsule	15	1.40
C. Very Old Liqueur Cognac, Red Capsule	20	1.75
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	30	2.50

## SCOTCH WHISKY.

A. Thorne's Blend, White Capsule	8	0.75
B. Watson's Glenorchy, Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C. Watson's Aboulo-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.20

## IRISH WHISKY.

A. John Jameson's Old, Green Capsule	8	0.75
B. John Jameson's Fine Old, Green Capsule	10	1.00
C. John Jameson's Very Fine Old, Green Capsule	12	1.10
Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00

## GIN.

A. Fine Old Tom, White Capsule	4.50	0.40
B. Fine Unweathered, White Capsule	4.50	0.40
C. Fine A. V. H. Geneva	5.25	0.50

## RUM.

Finest Old Jamaica, Violet Capsule	12	1.00
Good Goodward Island, \$1.50 per Gallon		

## LIQUEURS.

Benedictine Maraschino		
Curaçao		
Herrings' Cherry Cordial		
Chartrouse		
Dr. Sazeret's Angostura Bitters, &c.		

## PRICES ON APPLICATION.

## A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, 4th February, 1892.

DEATH.  
At "Larkspur," on the 11th July, FANNY, the dearly beloved wife of S. S. Benjamin, aged 54 years. The funeral will pass the Monument at 9 a.m. to-morrow.

## The Hongkong Telegraph.

HONGKONG, MONDAY, JULY 11, 1892.

## TELEGRAMS.

MR. GLADSTONE AT EDINBURGH.

LONDON, July 11.

The Right Hon'ble W. E. Gladstone speaking at Edinburgh declared that he had never retracted a syllable of his Irish proposal of 1886, and he leaves it to a Liberal Government to settle the question as to the retention of Irish members in the British Parliament.

## NATAL.

It is reported that the British Government has permitted the Colony of Natal to form its own Government.

## PROGRESS OF THE GENERAL ELECTION.

LONDON, 8th July, 1892.

Elected 140 Tories.

19 Unionists.

12 Liberals.

12 Conservatives.

2 Anti-Panellites.

The Tories have gained eleven and the Unionists four seats.

(The counties are probably all unknown as yet; usually they have been Mr. Gladstone's stronghold.—Ed., H.K. Telegraph.)

## CHARTERED MERCANTILE BANK.

The Chartered Mercantile Bank has notified that the loss sustained by the failure of a Bombay firm will probably amount to £50,000, but that no other important losses have been sustained since the date of its last published accounts.

## LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Thalita* left Kobe for this port at daylight yesterday.

THE *Daily Press* this morning in the course of a leading article discusses the excellent nature of gingerbread nuts, which it says are "very nice." "Frithe, Granny, what is your opinion on toffee?"

THE *Batavia Nieuwsblad* of the 20th June, on the authority of a correspondent at Catic states that the coal output there has reached nearly three thousand tons. The company working the mines has about 800 coolies and 17 Europeans in its service.

THE case of Victoria by the Grace of God Queen, etc., etc., *versus* Captain G. B. Lefavour for taking on board the *Honan* a quantity of dangerous goods (to wit a few cases of kerosene oil), while his vessel was not in the dangerous goods anchorage, stands adjourned till Wednesday. The accused went up to Canton at 4 a.m. to-day.

THE Band of the 1st Shropshire Light Infantry will play the following programme, (weather permitting) in the Public Gardens this evening, commencing at 8 p.m.:

Overture, "Serenade".....Rossini.

Cornet Solo, "Thoughts and Tears".....Hoy Temple.

Selection, "The Lark in the Bush".....Donizetti.

Selection, "Beauty".....Boccherini.

Selection, "The Mountains".....Callier.

Folia, "Echoes of Mont Blanc".....Jullien.

LARGE Insurances were effected at Lloyd's against the risk of the racehorse *Orma*, belonging to the Marquis of Westminster, being from any cause unable to run for the Derby at Epsom. These have become a total loss to the company, as the horse, owing to having been in the alleged tampered with, was scratched for that race. Large amounts have been effected during the last few years on risks of this description, so that there is no ground for supposing this instance to be exceptional.

At the Golf Club committee meeting:—

1st. Lunatic—I beg to move that we admit no more lawyers.

2nd. Why?

1st. I.—Because their heads are always getting in the way of the ball.

2nd. Well, they can't help it, and they don't object to being damaged a bit.

1st. I.—No, that's just it; the ball hits them on the cheek—and that is how it is we are always having to buy new balls.

Motion carried.

WE are pleased to record a very plucky rescue from drowning which occurred at "Tid Long" or "Big Wave" Bay, as it is generally called by Europeans, yesterday afternoon. A launch conveying a bathing party had anchored at some distance from land. One of the Chinese crew (a fireman) attempted to swim ashore with the aid of a life-buoy, to fill a bucket with sand for use on the launch, but got into difficulties, let go the buoy, and sank in about 10 feet of water. Mr. J. P. Dowling, assistant to Messrs. DeWitt, Smith, & Co., at once sprang ashore, swam to the man, went down after the Chinaman, and pluckily brought him to the surface by the queue. He was assisted in his efforts by Mr. D. Clark, assistant to Messrs. Lane, Crawford & Co. When brought ashore, the Chinaman was apparently dead, but after ten minutes of vigorous treatment he commenced to show signs of recovery, and by the time the launch arrived at Peddar's Wharf, was sleeping, comfortably covered with blankets.

THE sale of the wrecked *Halpang* on the 2nd inst. was far more successful than might have been expected, considering what a bad position she occupies. The vessel (fuel and fittings) were first sold, without the cargo or ship's boats. The bidding started at \$1,000, and quickly rose by bids of \$500 and \$1,000 to \$3,000. The bidding then became slower till \$10,000 was reached, when the vessel was all but knocked down. More lively bidding, however, followed, and finally the vessel was knocked down to a Japanese, Mr. Sano, for \$11,425, a good price, we think, in view of the vessel's bad position. All the cargo, excepting the unguined cotton, was next offered, consisting—of (as per manifest) 400 casks molasses, 7,240 bags refined sugar, and 18,462 bags brown sugar. The bidding commenced at \$25, and the lot was finally knocked down to Mr. Hilditch for \$14,000. Bids were next asked for the cargo of 324 bales unguined cotton. From \$50 the bidding slowly rose to \$510, and at this price was knocked down to the purchaser of the last lot. The ship's three boats as they lie on the beach near the wreck constituted the last lot, and were knocked down to Mr. J. de Boer for the sum of \$21. A telegram from Shimoda, dated 4.45 a.m., and July 11, says:—"The *Halpang* is in the same position as on the 10th inst., with the exception of a few bales which have been washed away." A later message the same day says:—"Two more sailboats at washed from the stern."

THE P. & O. S. N. Co.'s steamer *Shanghai* left Shanghai yesterday morning for this port.

THE returns of the number of visitors to the City Hall Museum for the week ended July 10th, are—Europeans, 191; Chinese, 189; total 380.

FROM Jalla-mine the news comes that 150 ounces of gold, a portion of June winnings, is to be sent down by the *Sinyan*, expected shortly in Singapore.

THE steamship *Royalist*, from Singapore to Sandakan, got badly ashore at 5.30 from the wrong place, on the 27th ult., and is expected to become a total wreck. No life was lost.

THE P. & O. wharf at West Point, at one time the wharf in the colony, has now been totally obliterated from the face of the earth, or rather from the bottom of the deep, by the Reclamation fund who is rapidly filling in the western portion of the harbour.

LATEST news from Pahang shows that the Sultan's co-operation with the forces of civilisation is a fraud and a delusion, and that apparently the country will remain quiet, playing at war but doing nothing, until the close of the south-west monsoon, which will shut out communication and give the *Orang Kaya* a clear course.

It is rumoured that several syndicates have been formed to bid for the steamship *Zambesi* to-morrow when under the hammer of the marshal of the Court of Admiralty. It is hardly likely, however, that she will fetch anything like \$100,000, the amount of the advances on this famous "Upton" liner by the New Oriental and Hongkong and Shanghai Banks.

On the 10th inst. the Governor of the Straits Settlements opened the Boustead Institute for Seamen, erected in Singapore at a cost of £10,000, which was furnished by the bequest of the late Mr. Edward Boustead. A large company attended the ceremony, including the Sultan of Johore and the Hon. T. Shefford. The occasion was well timed, as the new Sunday Harbour Labour ordinance came into force next day.

HARRY MONTGOMERY, a constable in the Naval yard police force was to-day before Mr. Hastings in the Police Court charged with savagely assaulting a ricksha coolie yesterday. The case being proved his Worship fined the accused \$25, with the alternative of being sent to the reformatory and made an order that he should either pay the battered man \$5 as compensation or do hard labour for 14 days further in lieu thereof.

THUS *The Shipping World*:—"The report of the Singapore Marine Insurance Company for 1891 is anything but encouraging. The net premiums with the exchange was \$124,400, or £24,880, against a net loss of \$1,042, or £208,400, a net loss of management \$1,042, or £208,400, or together \$100,038, or £20,076, leaving \$24,382, or £4,873 to wind off the account, an amount quite inadequate in our opinion."

CAPTAIN Oscar Henderson, master of the ship *John McLeod*, appeared before Mr. Hastings in the Police Court this morning to charge his steward, Chio Aio, with desertion. It transpired in evidence that the steward deliberately refused duty on the 3rd instant, that he had received an advance of two months wages (\$65, gold) on the 11th May, had not worked off the advance, came ashore, and was not proved, although the fact stated in Court that he had no desire to return to his ship. His Worship sentenced the accused to seven days hard labour and ordered that he be put on board his ship at the expiration of the term of imprisonment.

THE first Sunday in July (the 3rd inst.) saw the Sunday Labour Ordinance come into operation in Singapore and inaugurated a welcome change in the conditions of seafaring existence. There was (says the *Free Press*) an almost entire cessation from labour in the Harbour, a few durians only being landed, and at the wharves work was also at a standstill.

The Ordinance, which only applies to the sea-faring community, and not to the workers here as busy as usual. The melancholy boarding officer might be seen pacing up and down with the air of a theologian resolving a difficulty in doctrine; there was still the ubiquitous Chinaman as ever, and occasionally a wharfinger had a short spell of duty, but with these exceptions there was no work to be seen, the change being one that was so far it went gratefully accepted by all, and in no instance rebelled against.

"OLD SALT." Yes, we quite endorse your complaint that the Harbour Office is a miserable apology for the head-quarters of the Harbour Department in a great respect like Hongkong, and it is, as you say, put in the shade by the Singapore Harbour Office and similar offices in "the lesser British colonies." Though, of course, what other colonies may have is of less importance than what we actually need.

But don't despair. The day is gradually dawning when there will be erected on the reclaimed portion of the harbour a palatial building to be known to all future generations as the *Harbour and Shipping Office*. Over the top of it will be hoisted the British ensign, "Union Jack" and colonial flags. It will be fitted with a well appointed signal station, flag-staff and typhoon paraphernalia; and when you go there you'll see Harbour-masters, boarding officers, boatmen and launch *hawkers* sculling about in brass-bound uniforms, and conduct and long-service stripes all over their brawny arms, and caps on their shapely heads that will make them look like half-pay naval officers out for a holiday. What more could you want, unless it be a berth as chief clerk of the Marine Court on \$50 per month. Again, we say, don't despair. Everything comes to those who live and wait long enough.

A REMARKABLE exploit in shipbuilding was on the 28th ult. brought under public notice. The French Government finding it necessary to charter bellicose natives of Dahomey, within their sphere of influence, required for that purpose a gunboat of light draught to be constructed within forty days of the date of the order. No French firm being able to undertake to execute the work in less than three months it was entrusted to Messrs. Yarrow and Co., of Poplar, who have turned out the *Osaka* in twenty-three days, and on the 28th ult. gave her a trial run to Barking Reach and back to Greenwich. The new steel-built craft, intended to navigate the shallow rivers and lagoons of the west coast of Africa, is a model of simplicity and completeness. A hundred feet long and eighteen feet beam, she carries on her lower deck her wood-consuming locomotive boiler, placed forward, her engine at driving two powerful paddle-wheels aft. Quarters for the crew, and half-deck holds for stores and munitions, complete this part of the vessel, which is strongly beamed amidships and along her whole length with iron struts. On the upper deck are the captain's and officers' quarters, and on both decks are stands for seven quick-firing guns of the millimetre class. At the stern the vessel carries a 4-inch gun, and a howitzer, and a 12-inch gun. She is flat-bottomed, draws only 18 inches of water, and is capable of carrying 400 troops.

THE direct cable to Halphong has parted, so until repairs are effected, messages must go at extra cost via Saigon.

WE are informed by the Agent of the Messageries Maritimes Co. that the Company's steamer *Satanst*, with the next French mail, left Saigon yesterday at 1 p.m. for this port.

ALL who wish to express their political opinions will be invited to vote on Thursday at some place not yet appointed, and the result of the poll will be telegraphed home. Walk up—poll early and often!

ADVICE from the petroleum springs in Langkat on the East Coast of Sumatra show that the Company working there reports marked progress, the daily output having reached in May about 100,000 casks. At the outset of operations in March the daily yield came to one hundred casks.

It makes one smile sadly to compare our last letter from Macao with the subsequent disclosure of an illustrious contemporary. On the 26th, 27th, and 28th of June our correspondent described the situation in detail, showing how the *sampan* (alias *hu-pun*) question was bringing on a crisis in the relations between the Government and the natives; now, on the 8th last, the *China Mail* and last (and by far the worst) of all, poor dear old jumble-headed *Granny* on the 11th, came out with garbled accounts, in which, among other inaccuracies, *hu-pun* and *sampan* form two subjects without the remotest connection. Putting the different accounts side by side, one mournfully comes to the conclusion that if the intuitive instinct is essentially an attribute of the ape, then some people who try to copy others are lamentably degenerate apes, a perfect disgrace to the tribe.

## "THE COLLEEN BAWN"

Another crowded house greeted the Stanley Opera Company, Saturday, and another great success was achieved. Some of the pieces tackled by them have been rather beyond their range, but this one suited them down to the ground; evidently melodrama pleases the Hongkong public, once in a way, for the hooting and hissing of the villain, and the applause of the good, also prove, were genuine and frequent enough to gratify any of the actors.

Of course, the veteran Stanley (*Miles*) scored the biggest victory. It was quite surprising to see his agility in the jig, which his expression and action rendered so thoroughly first. Miss Cissie Denver was equally brilliant as the *Colleen*, especially in her song "Killarney," though her voice had been very severely tried through the week. Miss Fanny Stanley (*Ann Chiss*) perfectly suited the part, in which we'll hear her far better than in some she has taken. Miss M. Brooks made an admirable *Sally*, though the exigencies of the play made her "Melbourne-brogue" perhaps more noticeable than in the other parts.

Miss Dolly Childs was also good as *Mrs. Grogan*. Tommy Empson was immense, his impersonation of *Tim Corrigan* being full of humour, and nearly perfect in all respects. His success was sufficiently shown by the storm of hissing which greeted him every time he appeared. Mr. Driscoll was also very fine as *Danny Mann*, proving that he is a born actor, not restricted to one line of business. Mr. Liddard very fairly represented *Hardy's Grogan*, not a very interesting part, while Sgt. Macdonald, substituted at the last moment, made the most reverend person ever seen among the many ally supported the leaders.

To-night the Company will attempt *La Marseillaise*, which might have been thought too much for them, but in view of what they have done already we expect they will come out all right.

## THE HOPPO OF CANTON AND THE CHAMBER OF COMMERCE.

The following correspondence has been forwarded to us for publication:—

HONGKONG GENERAL CHAMBER OF COMMERCE.

April 6th, 1892.

My Lord.—The Committee of the Chamber have the honour to acknowledge the receipt of the three letters dated 24th and 25th January and 6th February which your Lordship caused to be written, having reference to the action of the Hoppo of Canton in levying lower duties on cargo carried by Chinese junks than on smaller cargo shipped by vessels of other nationalities.

The Committee desires to convey to your Lordship its best thanks for the prompt consideration which this matter has received at your Lordship's hands, and for the information contained in a despatch of 6th February as to the steps which were being taken by the Majesty's Minister at Peking to secure a favourable decision on the part of the Tsungli Yamen.

In accordance with your Lordship's request, the last letter dated 6th February will be treated as confidential.

It is observed—"Sir John Walsham points out that there are in China two distinct Customs services, the Maritime Customs Consisting of duties levied on imports and exports, and the Revenue Customs, which deal with the duties levied on foreign vessels and their cargoes under the provisions of the treaties existing between China and foreign countries and the tariffs attached to such treaties; the other, which is purely administered by the natives and deals exclusively with Chinese vessels and cargoes under a native tariff drawn up independently of the treaties."

He further expresses a doubt whether the differential treatment of native junks by the Hoppo of Canton can be objected to as a violation of Article 3 of the commercial treaty between China and the United States, of 1859, inasmuch as neither that treaty, nor any other, takes cognizance of any other tariff than the treaty tariff.

In reply, my Committee submit that though the United States have never themselves claimed the full execution of the third article of the treaty of 1859, that fact does not in any way invalidate its operation, when applied to either by that country or any other, in the favoured nation clause. The dual nature of the Customs services exercised in China, at treaty ports, is thoroughly recognized by my Committee, but in their judgment, where contact between the native Customs and the Imperial Maritime Customs occurs, cargo purely Chinese (*i.e.*, intended to be dealt with solely between natives and in transit to non-treaty ports) is and should be controlled by the Chinese native Customs, but all other cargo, native or foreign, is under the direction of the Imperial Maritime Customs, whose tariff is regulated by treaty. Otherwise it seems to my Committee that all advantages of treaty tariff can be abrogated by the simple action of the Chinese Government, at will deciding to favour its nationals by levying duties on the produce under a favourable tariff, and does not the fact that such a favoured tariff exists to benefit native traders only, to the detriment of foreigners, suggest a breach of the favoured nation clause? The latter provides that all treaty rights shall be equal to all, even if it may be inferred, against China's own subjects when the dual Customs control comes into question. So that it is imperative and equitable that in cases of contact, in treaty ports, between the two Customs services, the treaty tariff shall prevail, and be applicable to foreigners and natives alike, when the trade is not solely and purely Chinese. In the latter case, purely

Chinese trade, the Chamber recognizes that China is a law unto itself and can impose any duties it pleases.

My Committee is very glad to learn that your Lordship is satisfied that Sir John Walsham has given and is continuing to give the matter his careful attention, but I am requested to state that no relief is yet apparent notwithstanding the fact that a change of Hoppo was effected in December last.

I have the honour to be, my lord, Your Lordship's most obedient, humble servant,

(Signed) E. MACKINTOSH, Chairman.

To the Marquis of Salisbury, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs, &c., &c., &c., Foreign Office, London.

FOREIGN OFFICE, May 20th, 1892.

Sir,—I am directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 6th ultimo, respecting the differential duties levied by the Hoppo of Canton.

I am to request that you will inform your Chamber of the Her Majesty's Minister at Peking brought this subject verbally before the Ministers of the Tsungli Yamen at an interview with them on the 18th of March last. He represented that this inequality of taxation was opposed to the spirit of the treaties between foreign Powers and China, and claimed that the native tariff could not, as regarded produce carried coastwise between treaty ports or between a treaty port and a foreign country, be so manipulated as to place native vessels on a more favourable footing than foreign vessels.

The Chinese Ministers admitted that the action of the Hoppo had been irregular, and stated that they had already written to the Government of Canton on the subject. Only a few days previously they had received a telegram from the Viceroy, stating on the authority of the Hoppo, that the reduction in the native tariff no longer existed.

The Viceroy had added that if any irregularities were still practiced, they must be due to unauthorized action on the part of the Hoppo's subordinates.

The Viceroy had asked that official to exercise strict supervision over their conduct, and the Ministers hoped for a speedy removal of the abuses complained of.

I am, Sir, Your most obedient humble servant,

(Signed) T. H. SANDERSON, Esq., Hongkong Chamber of Commerce.

## THE HAPPY VALLEY MURDER.

Emm Deen and Abdulah his brother, Gaol employes, appeared before Mr. Hastings, on remand, this afternoon to answer to the charge of murdering Ram Samy, a watchman, at Happy Valley on the 19th ultimo. Mr. A. B. Johnson, Crown Solicitor, prosecuted and Mr. Wotton defended.

Gundamoli, gaol guard, said he saw the prisoners taking "chow" with three other Indians on the night of the 19th at about 6 p.m. After chow they played cards. A European came into the game, in the place of Emm Deen, and took witness as his partner for about a quarter of an hour or twenty minutes. Couldn't say whether Emm Deen came back before the game was over. While the card-playing was going on Abdulah was reading with another gaol guard. He read up to eight o'clock. The European in question commenced playing cards with him before 8 p.m.

What happened between 6 and 9 p.m. on the night because the matter was inquired into and Emm Deen was searched. Didn't compare statements with Gundamoli, nor did he do so with any of the men who were played cards. Had not seen Abdulah Deen about the affair at all.

Abdullah was playing cards with the gaol guard, who was sitting down to a lamp in the corridor at about a quarter to 9. Cross-examined.—While Abdulah was sitting down in his (witness's) room reading on the night in question some one called him to go out to play. That was at 8.45 p.m.

Harro Singh, gaol guard, said he had been 4 years and 11 months in the service of the government as gaol guard. His duty on the 19th was what was known as "second night duty" from 12 p.m. to 3 a.m. A few minutes before 6 p.m. on the 19th he went out and saw Emm Deen at that hour and the gaol clock. He returned to the gaol about 12 minutes to 9 p.m. and then saw both defendants. Emm Deen was sitting down, while Abdulah, his brother, was sitting down playing chess in the corridor. Emm was sitting down close by. He met Pat Sing, a gaol guard, coming up Cochrane Street at about 6.20 p.m. that night.







